





PLANT PALETTE

TREES:	SHRUBS:	ORNAMENTAL GRASSES:
Aspen	Apache Plume	Lovegrass
Black Locust	Beargrass	Blue Avena
Bradford Pear	Brittlebush	
Cottonwood	Cotoneaster	
Flowering Crab	Juniper	
Gambel Oak	Lavender	
Honey Locust	Mahonia	
Horse Chestnut	Mountain Mahogany	
Hybrid Box Elder	Mugho Pine	
Mountain Ash	New Mexico Olive	
Ponderosa Pine	Penstemon	
	Santolina	
	Shrubby Cinquefoil	
	Skunkbush	
	Snowberry	

B . THE MASTER PLAN

2 . CIVIC INFRASTRUCTURE

a . PARKS AND STREETScape

BEFORE ANY REDEVELOPMENT TAKES PLACE IN DOWNTOWN LOS ALAMOS, ITS PUBLIC infrastructure needs to be improved and integrated into a coherent plan. Parks, plazas, and streets function as the public living rooms and halls where citizens of Los Alamos can meet and enjoy the benefits and pleasures of town life. How these spaces are composed and furnished directly influences the perception of downtown as green, vital, comfortable and safe.

The civic infrastructure includes the design of three elements. First is the shaping of public space in the form of parks, squares and streets; the landscape appropriate to each; and their connection to the rest of Los Alamos. Second is improving and calibrating the design of thoroughfare right-of-ways against an anticipated set of uses, and the pedestrian, vehicular and service loads that they will generate. Street sections should be developed that balance the dimensions and performance of sidewalks, parking lanes, bike lanes, the number of traffic lanes and their direction, along with alleys and their capacity to accommodate access to parking and service deliveries. The third and final element of civic infrastructure design is establishing parking garages, in Park Once configurations, to service the shared parking requirements of commercial uses in the Downtown.

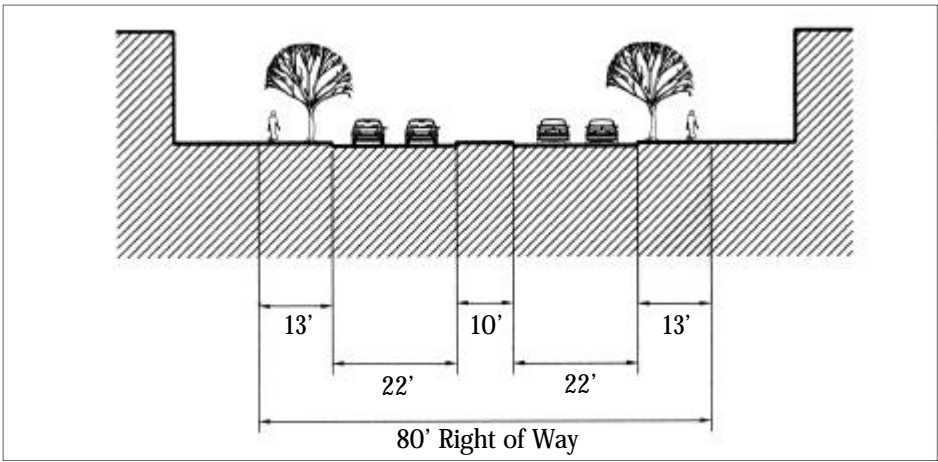
Various parks, squares, and plazas currently located in downtown Los Alamos serve as a center for community contact and exchange, recreation opportunities, and a place of rest. Existing parks, such as Ashley Pond, the cultural park around Fuller Lodge, and Central Park Square will be enlarged and rehabilitated. Many new parks and squares will be provided. Some of them will act as a focus of public activity and relief from building intensity within particular areas of the Downtown. At the edge of Los Alamos Canyon, a major new park will be created and integrated into the Downtown’s continuous green space network.

This new and extended pattern of parks will be connected through sidewalks lined with street trees, which will provide shade, fresh air, and identity to individual streets. The form of each street will depend on the deliberate choice of variety of species of trees, their location and spacing. New streets will be introduced in various Downtown locations to create an average block size of 250’ by 250’, within the range of most pedestrian-orientated town centers.

Many of these streets already exist as driving lanes in the current parking lots, and may continue to be public easements on private property. Lining the driving lanes with sidewalks and trees will improve and enhance both traffic performance and safety and the walking experience.

Most streets downtown will provide for on-street parking, both parallel and angled, where appropriate. New and existing streets will be designed as an integrated road network accommodating reduced traffic loads. The Park Once system of shared parking will reduce traffic generated by the existing pattern of shop and park.

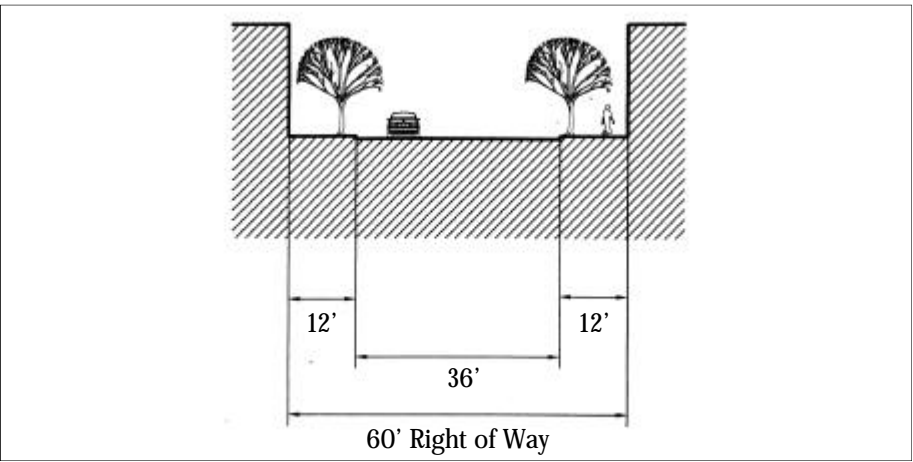
The opposite drawing illustrates the combined effect of these improvements. Streets are keyed to specific street sections on the following pages and give further indication of the many elements that complete the streetscape.



STREET SECTION A Trinity Drive

With an 80' right of way this is the most heavily traveled thoroughfare in Downtown. Trinity is changed to facilitate the pedestrian, while maintaining traffic flow. During peak hours, there is two lanes of moving traffic in both directions, as in the existing condition. During non-peak hours, there is one lane of travel and on street parking in each direction. A 10' landscaped, but not treed, median is installed, as is a 13' sidewalk and buffer with trees placed at 40' on center. Building setbacks are 10' from the right of way.

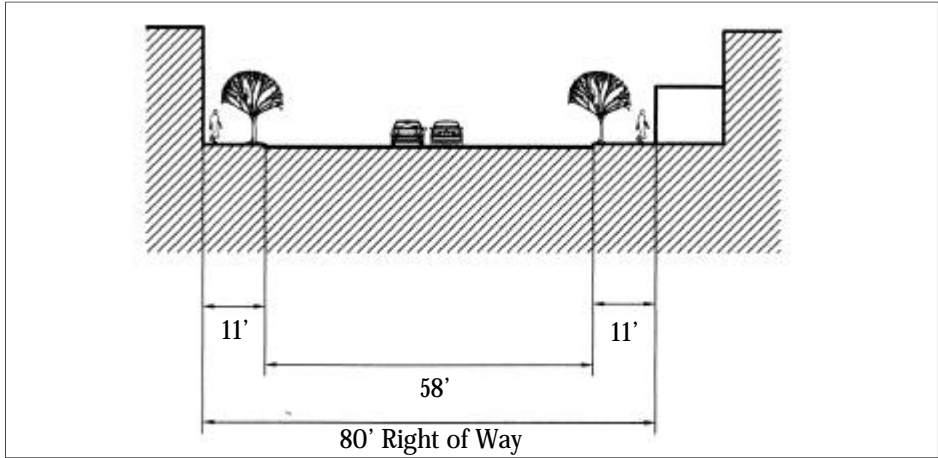
PRECEDENT: UCLA, Los Angeles CA



STREET SECTION D Main Street

The new north-south Main Street has a right of way of 60' with one lane of travel in each direction. Parallel parking will be provided on both sides. There is a 12' sidewalk and buffer on both sides, with trees planted at 30' on center. Buildings are required to front the right-of-way without setbacks.

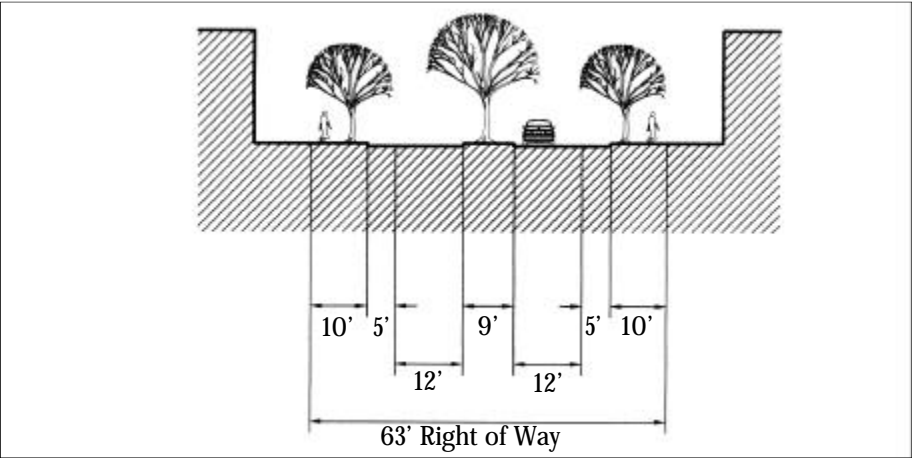
PRECEDENT: Gold Avenue, Albuquerque NM



STREET SECTION B Central Avenue

Central Avenue, with an 80' right of way, will maintain one lane of moving traffic in each direction, but the continuous left turn lane will be removed. Angled parking will be in place on both sides of the roadway. An 11' sidewalk and buffer will be maintained, with trees planted on both sides at 30' on center. Just east of 15th street, Central narrows to a 50' right of way, thus the angled parking on both sides will be removed and will be replaced with parallel parking. Buildings are required to front the right-of-way without setbacks.

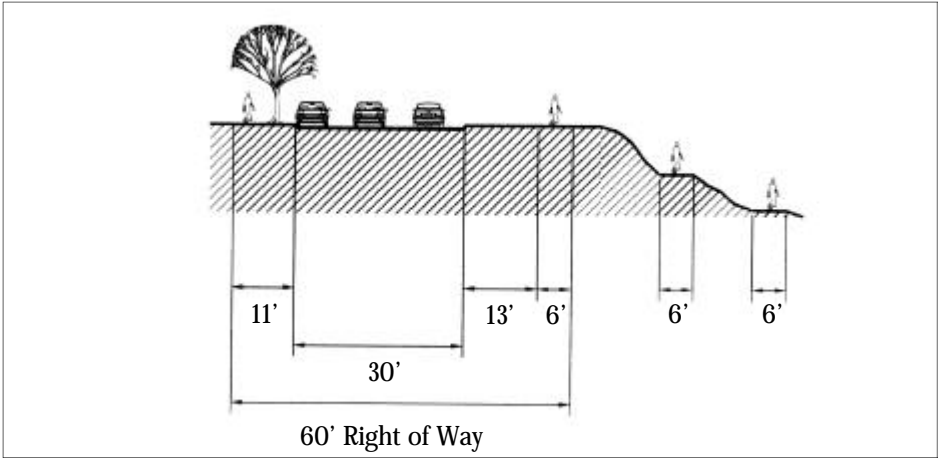
PRECEDENT: Larchmont Village, CA



STREET SECTION E 15th Street

The 63' right of way along 15th Street will be maintained, although the structure of the road will be altered. There will be one lane of travel in each direction, but the continuous left-turn lane will be replaced where possible with a 9' median with trees planted at 40' on center, allowing for left hand turns into existing drives. On either side of the road there will be a 5' bike lane and a 10' sidewalk and buffer. Trees along the buffer will be planted at 30' on center. Along 15th Street a 10' building setback is required from the right of way on the east side and 0' setback required on the west side.

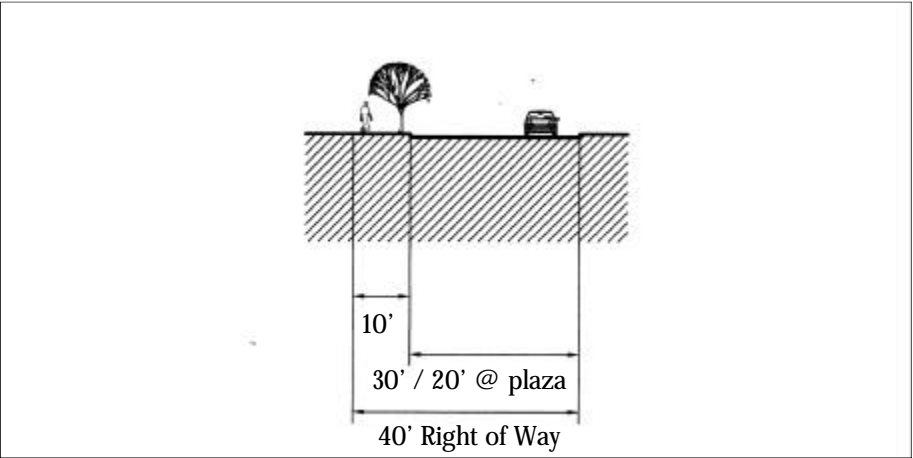
PRECEDENT: Country Club, Albuquerque NM



STREET SECTION C Mesa Drive

The new Mesa Drive along the edge of Los Alamos Canyon has a 60' right of way with one lane of travel in each direction. Parallel, on-street parking will be allowed on the north side only. Also on the north side is an 11' sidewalk and buffer of trees planted at 30' on center. On the south side there is a 13' strip for landscape (trees in 'natural' groupings and groundcover) and paths to crosswalks, a 6' trail, and other trails located on the existing canyon "benches," with connections back to the city. Building setbacks are 15' from the right of way.

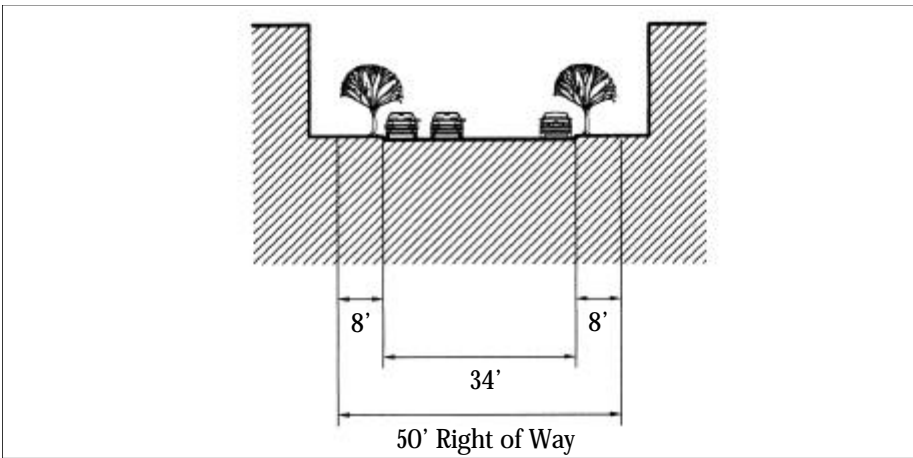
PRECEDENT: Arroyo Drive, Pasadena CA



STREET SECTION F One-way streets

The street just west of Ashley Pond and the street surrounding the new Los Alamos Plaza along Main Street have a 30' right of way, accommodating one-way traffic only. Along Ashley Pond there is angled parking provided and a 10' sidewalk and buffer opposite the park. Trees will be planted in the buffer at 30' on center. Around the Square is parallel, on-street parking provided and an 18' sidewalk and buffer opposite the square. Trees will be planted in the buffer at 30' on center. Building setbacks are 0' from the right of way.

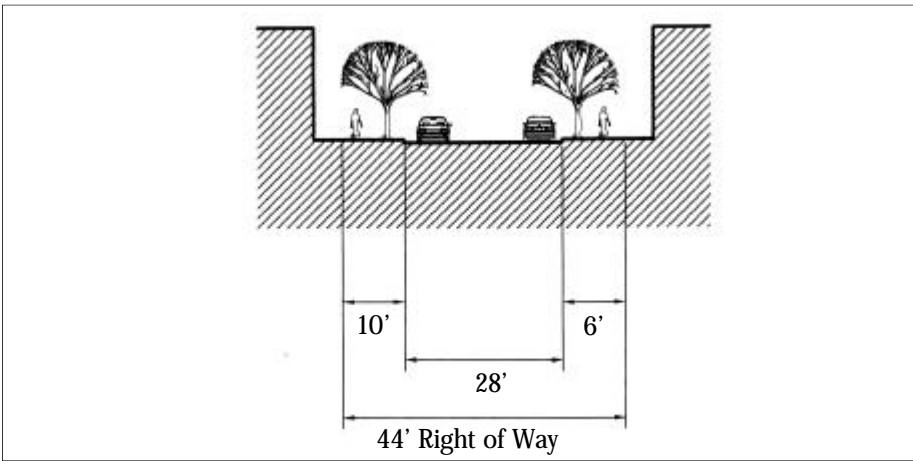
PRECEDENT: Downtown Sante Fe NM



STREET SECTION G Typical North-South Streets

All North-South streets in Downtown (excluding Main and 15th) will have a 50' right of way with one lane of travel in each direction. On-street, parallel parking will be allowed on both sides. An 8' sidewalk and buffer will be located on each side, with trees planted at 30' on center. The building setback requirements along North-South streets is 10' from the right of way.

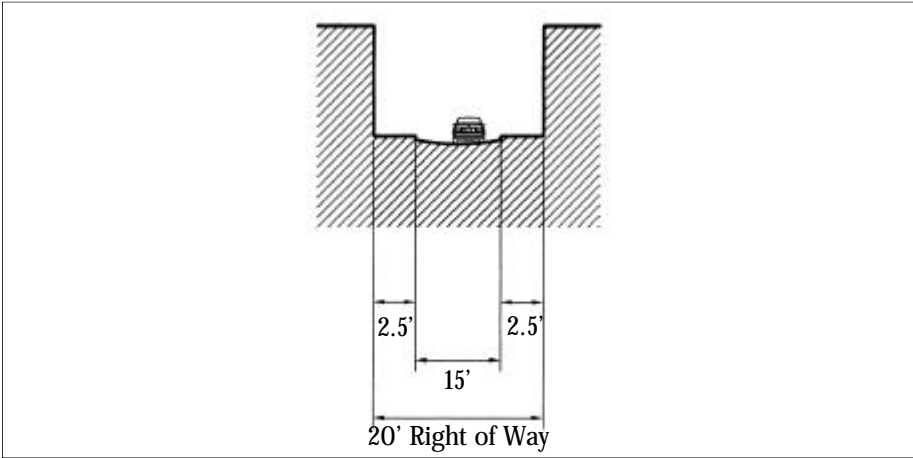
PRECEDENT: Old Town Albuquerque NM



STREET SECTION H Typical East-West Streets

Typical East-West streets in Downtown (excluding Trinity, Central and Mesa) will have a 44' right of way with one lane of travel in each direction. On-street, parallel parking will be allowed on one side only. An 6' sidewalk will be located on the south side and a 10' sidewalk and buffer located on the north. Trees are planted at 30' on center on the north side and at intersections on the south. Building setback requirements along East-West streets range from 0' to 5' from the right of way.

PRECEDENT: Canyon Road, Santa Fe NM



STREET SECTION I Alleys

All alleys will be informal, service passages of minimum dimension, with a typical right of way at 16'-24'. Alleys will be key elements in taking messy delivery vehicles, docks and service activities out of view from the principal Downtown Streets. Setbacks are optional.

PRECEDENT: Downtown Albuquerque NM

B. THE MASTER PLAN

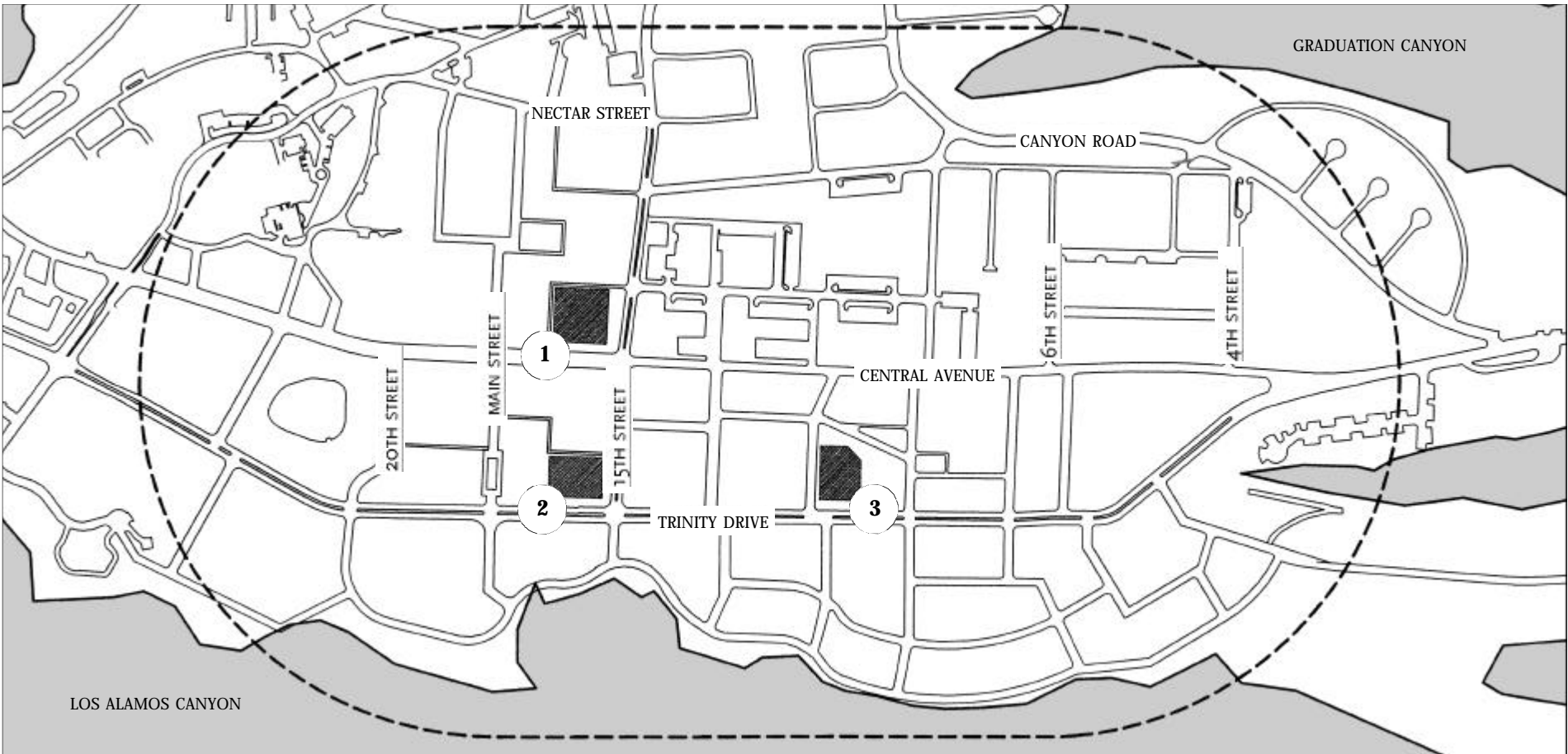
2. CIVIC INFRASTRUCTURE

b. PEDESTRIAN FIRST

IN THE DOWNTOWN, MANY TYPES OF TRANSPORTATION MUST BE ACCOMMODATED AND brought into balance within existing and proposed street right-of-ways. Buses, trucks, emergency vehicles, bikes and cars all must share this public realm with pedestrians.

However, the overriding concept Of “pedestrian first” suggests that the unimpeded, safe movement of pedestrians is favored over all other modes of transportation. Visitors, workers and residents may arrive downtown in wheeled vehicles, but at some point they enter the world of the pedestrian, moving at no more than 4 miles per hour. Therefore, limited lane widths, two-way traffic, on-street parking, narrow crossings, ample sidewalks and generous streetscape are all key elements of a pedestrian-first strategy. They are necessary to slow traffic down while still allowing convenient, safe and interesting access to shops, residences and parking.

In commercial areas, sidewalks need to be as wide as possible, with ample room for lighting, café tables and chairs, bike racks and other street furnishings. They can replace a discreet planting strip as necessary. In residential areas, planting strips should remain continuous and intact. Sidewalks should be a minimum of 5' wide, and setbacks should be consistently defined and planted to reinforce the sense of the street as a continuous urban park - the typical existing condition in Los Alamos neighborhoods.



PARK ONCE GARAGES	1	450 spaces
	2	340 spaces
	3	340 spaces
	Total	1130 spaces

ON-STREET PARKING	Main Street	130 spaces
	Central Avenue	200 spaces
	Trinity Drive	190 spaces
	Other	780 spaces
	Total	1300 spaces



a.



b.



c.

B. THE MASTER PLAN
2. CIVIC INFRASTRUCTURE

c. PARK ONCE

FUNDAMENTAL TO THE SUCCESSFUL REVITALIZATION OF DOWNTOWN LOS ALAMOS IS THE concept of *Park Once*. The typical suburban, sequential pattern of “shop and park” requires two movements and a parking space to be dedicated for each visit to a shop, office, or civic institution, requiring six movements and three parking spaces for three tasks. By contrast, the compactness and mixed-use nature of Downtowns lends itself to moving twice, parking just once, and completing multiple daily tasks on foot.

The savings in daily trips and parking spaces required in a Park Once setting are very significant. Studies indicate that the requirement for parking in such a mature mixed-use district at 2.5 cars per 1000 square feet of average use is almost half that of suburban multi-park development. Daily trips can be reduced by as much as a third. But most importantly, the transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street friendly retail businesses. It is this “scene” created by pedestrians in appropriate numbers that provides the energy and attraction to sustain a thriving Main Street environment.

This is a fact of crucial importance to Los Alamos because, contrary to common belief, the town has a large enough population to generate a vital, pedestrian, mixed-use Downtown. Providing maximum parking generates retail boxes surrounded by cars and sets up the “shop and park” pattern typical of suburban sprawl. Less than maximum parking in central locations generates more pedestrian traffic accompanied by less vehicular congestion. For the entire Downtown three joint use garages are proposed: one for Main Street north of Central Avenue, one associated with a mid-box retail or cinema serving Main Street between Central Avenue and Trinity Drive, and eventually one for the East End banks.

Short-term parking of 1-4 hours can be encouraged in the Park Once structures through signage and a validation program by retail establishments. The Park Once structures are wrapped with shops and offices, becoming a seamless part of the commercial fabric of Main Street.

On-street parking is of primary importance for ground level retail to succeed. Short-term parking that is strictly regulated creates rapid turnover and gives the motorist a reason to stop on a whim, adding to the retailers' profits. This “teaser” parking is located on both sides of nearly every street in the Master Plan.

Because of the topography in the Civic Center and South Rim, the office campus buildings will be constructed over underground parking garages. These areas will be self-parked.

Private parking for housing is accommodated in parking courts in the case of the townhouses, and in parking courts and garages for the courtyard housing. The live/work units would likely have small surface lots in the interior of the blocks, with on-street parking for guests.

In the twentieth century, no dictum has been more descriptive of the fate of our cities than “form follows parking.” Parking aggregated to solely service individual uses has resulted in the wholesale eradication of urbanity in Los Alamos. The proposed intelligent resolution of the parking load for the Downtown is based on the proposition that parking is not an end in itself. Its purpose is to generate a pedestrian environment where people and cars mix under controlled circumstances that favor the person on foot. The consequence of this change in policy and design will be the kind of Downtown vitality and prosperity that have been absent from Los Alamos in the last thirty years.

a. RECREATIONAL PEDESTRIAN AND BIKE TRAILS

b. STREET PARKING ON CENTRAL AVENUE

c. PARK ONCE GARAGE